AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 10.] SATURDAY, MARCH 7, 1868. [WHOLE No. 1,664, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 7, 1868.

New-York, Housatonic and Northern R.R.

This company was organized under the General Railroad Law of New York in 1863, and all the requirements of the law in the matter of subscription and cash payments having been made, the articles of association were filed in the office of the Secretary of State on the 6th of October, of that year. The amount of the capital stock is $1,000,000, in 10,000 shares of $100 each, and has been largely subscribed for by people residing along the proposed route, although, in addition to them, some capitalists have a moneyed interest in the road. The length of the road is 39¾ miles, and the gauge will be the usual one of 4 feet 8½ inches. The route, as located is as follows: It leaves the line of the Harlem Railroad a little south of White Plains, runs northward, passing through, or in the immediate vicinity of Purchase, at Rye Lake, North Castle, Bedford, and Cross River; thence through North Salem, Ridgebury, the burough of Danbury, and finally reaches the northern terminus, Brookfield, which is situated on the line of the Housatonic Railroad. It should, perhaps, be remarked that the road under notice is entirely distinct from the Housatonic Railroad which runs from Bridgeport, a station on the New York and New Haven Railroad, northward, 110 miles, to Pittsfield, Mass., where it connects with the Pittsfield and North Adams and Hudson and Boston Railroads. According to the report of the engineer, Mr. Avery, the topography of the country traversed by this line is very favorable for the construction of a railroad, 70 per cent. of route being a straight line, the maximum grade only 60 feet, and the minimum curvature 1,432.5 feet radius. Of the principal obstacles to be overcome the following may be enumerated: About three miles from White Plains there will be necessary a deep earth and rock cutting; the grade thence to the State line of Connecticut is easy; the line then passes across the corner of the town of Greenwich into New York again, thence to the village of Bedford with light work and easy grades; but after passing through the village there will be an earth cutting of 45 feet; at Palmer's Summit, 2½ miles north, a gravel cutting will be necessaay averaging 20 feet in depth for 2,000 feet; from that point to the Connecticut line again the road is a very easy one, with the exception of a 50 ft. embankment a little to the south of Cross River, and a cutting of 20 feet in depth half a mile west of Lake Waccabuc. On re-entering Connecticut there will be some heavy work, but the route, considered in all things, is a comparatively easy one. The estimates of the cost of the road have been made from the following data: Maximum grade, 60 feet; minimum curve, 1,432.5 feet; earth excavation, 20 feet; rock excavation, 16 feet; embankment, 14 feet; and all materials, engines, cars, and fixtures to be of the first class. From these premises it is calculated that the total cost of the road in running order will be $2,000,000, at an average of about $50,000 a mile. In the business estimates it is computed that from passengers the yearly receipts will be $159,000; from general freights, $105,000; and from the milk freight, $211,000. These figures would allow at least 10 per cent. for dividends. But there is also to be taken into account the additional business which would pass from the Housatonic Railroad over this road to and from New York. This, it is estimated, would be equal to one-third of the regular way business of the road, and would make the net annual earnings 12 to 14 per cent. of the cost; and yet in addition must be calculated the business which would be received from the Boston, Hartford and Erie, which, though the data are not definite, would be very considerable in the course of a year. Of the various advantages of this road to travelers, shippers, and people resident upon its line, the saving in distance, and consequently in time, is first to be noticed. It is claimed that the New York, Housatonic, and Northern Railroad and connections will save over all other roads existing, from New York to Danbury, 10 miles; to stations on the Housatonic Road above the Junction 23 miles; and to Boston, by the Boston, Hartford and Erie connection the saving in time will be about one hour. Next to the gain in time is the increase in the value of property on each side of the route of the road when it shall be completed and opened for public use—based upon past experience. This increase in value is estimated at more than the entire cost of the road. A further advantage arising from the construction of this road is the amount saved in cash to passengers and freight between Danbury and Brookfield on the Housatonic Railroad and New York city; this is estimated to be more than $150,000 annually. In regard to the nature of the country which will be opened by this road it can be safely presumed that thousands of the citizens of New York have but a faint idea of the pleasant lakes, streams, beautiful scenery, and unrivaled sites for Summer residences, notwithstanding its nearness. When they become aware of the great superiority of this section of Westchester county, numerous country seats will be built, new villages will spring up, and old ones that have remained stationary without improvement for nearly a century will acquire new life and growth. These villages will not only furnish a large passsenger business, but, of necessity, a large amount of general freight. Some of the places have already manufactures of considerable importance, as Daubury and Bethel, where the hatting interest predominates, while others produce shoes, paper, flour, &c. But without doubt the most profitable local freight will be milk. Of the great amount of milk consumed in New York the largest proportion comes from Westchester, Putnam, and Dutchess Counties;

but other sections of the country are being opened by new railroads—such as the Walkill Valley Railroad—for the production of this commodity. In the present case the rich grazing lands lying on either side of the New York, Housatonic, and Northern Railroad are unsurpassed by any others in the State for their adaptability to dairy purposes. Considered as freight, milk, as is well known, is among the best paying of any freight transported by the railroads entering New York, and as an element in the value of these railroads one which adds greatly to their intrinsic worth. It is confidently expected that this road will open to the milk producing business a strip of country from four to ten miles wide and more than 30 miles long. A glance at the map will show the advantages to passengers from New York to Hartford and Boston in going over this road. The importance of its connections with the Erie and New England, and Boston, Hartford and Erie Railroads can readily be understood by all persons who have ever been so unfortunate as to be obliged to make a roundabout journey of miles to reach a point not more than half that distance in a straight line. The link from Danbury to Brookfield, five miles in length, connecting the Housatonic Railroad with the Danbury and Norwalk Railroad, is completed, and will soon be running, and of the remainder the grading is begun; a force of men are at work near Rye Lake, and at that point there is a steam excavator. However, the weather has been unfavorable and the progress has not been been as great as would otherwise have been the case; but it is intended early in the Spring to employ a large force of laborers and to push the construction of the road as energetically as possible. The whole road will probably be in running order before the 1st of June, 1869, when it is proposed to run all trains through from New York to Brookfield without change. The officers are: George W. Mead, President; Sewall Sergeant, Secretary and Treasurer; G. S. Avery, Chief Engineer. The office of the company is at 137 Broadway, New York.

Lehigh and Susquehanna Railroad.

The remaining portion of this road was opened from Mauch Chunk to Easton on the 3d day of February, and regular trains now run through to Philadelphia from Scranton, making close connections with the North Pennsylvania Railroad at Bethlehem. They have made all the arrangements to run trains through to New York over the Morris and Essex Railroad. Passengers will be ticketed through to New York and Philadelphia, and to avoid delay at Easton, omnibuses will carry passengers across the Lehigh River to the Morris and Essex train. After the completion of the bridge at Easton, trains will connect direct with the Morris and Essex and Central Railroad of New Jersey through to New York. This road is owned and worked by the old Lehigh Coal and Navigation Company, the great pioneer in coal development in Pennsylvania. The main line extends from Union Junction, four miles east of Wilkesbarre, to Easton, a distance of 106 miles, and in connection therewith this company have a lease of the Union Company's Railroad to Green Ridge, two miles east of Scranton, a distance of fifteen miles, making a continuous line of road 122 miles in length, from Green Ridge to Easton.

They also own the Nanticoke Railroad and its branches, which comprises upwards of twenty-five miles of road running through Wyoming Valley, on the east side of the Susquehanna River, connecting the main line with the principal collieries of this region.—*Scranton Republican.*

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$251,485 73	$246,476 68
" freight	295,796 10	296,691 89
" mail	11,200 00	11,200 00
" Eastern Exp. Co.	6,000 00	8,032 30
" use of cars	11,113 88	12,444 50
" extra baggage	808 88	1,723 79
	$576,404 59	$476,469 16
From rents	1,264 10	1,101 93
" military service	34,449 82	1,904 29
	$612,118 51	$579,475 38
Expenses, viz:		
Maintenance of way	$120,817 58	$121,286 77
Fuel consumed	58,991 98	52,502 66
Repairs of engines	40,805 89	42,136 59
" cars	53,118 39	49,826 34
Train expenses	42,293 17	46,351 74
Station expenses	40,666 94	62,048 33
Stationery, etc	3,965 13	3,309 15
Salaries	10,902 58	11,698 43
Insurance and taxes	8,507 87	12,249 58
All other expenses	3,323 17	2,931 99
Rent of Somerset and Kennebec R. R	36,000 00	36,000 00
U. S. excise tax	11,102 87	6,440 67
Net earnings	$177,422 94	$132,693 16
Received for consolidated bonds		99,700 00
" notes payable		2,500 00
		$234,893 16

From which deduct—		
Interest on city and town bonds	$48,000 00	
Interest on extended bonds	13,752 00	
Interest on funded interest bonds	5,918 24	
Interest on consolidated bonds	15,353 67	
Interest on other loans	10,401 49	
Dividend July 1, 1867	15,617 62	
Yarmouth stock dividend	12,144 00	
Principal of funded interest bonds	4,127 34	
Installment to sinking fund	14,325 00	
20 cars and 2 engines	45,000 00	
Real estate	6,469 00	
	$191,108 36	
Less coupons not presented	8,780 00	
		182,328 36
Leaving a balance of		$52,564 80
Add balance of former years' earnings		45,517 49
Portland loan		112,000 00
Sales consolidated bonds 1866		199,952 60
		$410,034 89
Less paid depot lands in Portland	$132,068 10	
Westbrooke and Portland road	67,828 54	
Principal funded interest bonds	10,696 32	
Sinking fund	98,757 50	
		309,850 46
Total		$100,684 43

ASSETS.

Wood and coal	$38,392 88
Repair stock in shops	14,745 21
Balance due the company	16,958 09
Notes receivable	55 00
Investments	2,600 00
Cash	27,933 25
Total, as above	$100,684 43

The whole number of passengers transported during the year was 283,796, equal to 6,630,284 carried one mile. Tons of freight carried, 137,602. The trains have run 307,443 miles. There have been laid during the year 700 tons of new and 150 tons of repaired rail, and 36,500 sleepers. The President in his report says:

A pervading interest seems to have been awakened in our State in favor of railroads. New enterprises are being projected and entered upon, the completion of which will contribute largely to the development of the material resources of the State. Maine occupies a commanding position on the map of the continent. Situated in the direct line of communication between the commercial cities of Western Europe and Eastern Asia; on a line where the configuration of the land, and the existence of great rivers and lakes present remarkable facilities for the construction of railroads, and internal water communication, her territory is destined to be the location of one of the great thoroughfares for the commerce of the world. This will be the shortest line between the great marts of commerce in Europe and Asia and present facilities for both rapid and cheap transportation unequalled by any other.

Portland by the road already chartered between that city and Ogdensburg, will be in nearer proximity to the navigable waters of the Great Lakes than any other city on the Atlantic coast; and nearer New York by the Portland and Rochester road than by any other line of road. These enterprises, which will open increased facilities for business of vast extent to Portland, and for the benefit of that city and the State, should be fostered and encouraged by all legitimate means.

The European and North American Railroad, which has long struggled for existence, but which we are happy to perceive is now in process of construction, with a prospect of early completion, will form an important link in the great chain of railroads, which is, at no distant day to span the continent. Connected as it will be at the West by other roads now in existence, and by the shore line from Bangor by way of Belfast and Rockland, which is destined soon to be constructed, and on which there are elements for business and inducements for travel unsurpassed, if not unequalled by any other line in our State, and with the completion of the roads contemplated for the accommodation of local business, our people will enjoy facilities for travel and commerce unsurpassed by those of any other State.

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. F. Patten, N. M. Whitmore, Philander Coburn.

Superntendent.—WALTER HATCH.

Treasurer.—JOHN S. CUSHING.

Missouri State Interest.

The National Bank of Commerce in New York, acting as agent for the State of Missouri, is prepared to issue for said State, in accordance with the act of the General Assembly thereof, approved March 12, 1867, the new six per cent. bonds of the State, of the denomination of one thousand dollars, in exchange for the overdue coupons which matured from January, 1864, to January, 1867, both inclusive, on bonds issued or guaranteed by the State in aid of railroads, (the Hannibal and St. Joseph Railroad excepted,) being seven coupons from each bond.

Coupons should in all cases be accompanied by full schedules, and presented in sums of one thousand dollars, or in multiples of this sum, or within the fractional part of one coupon thereof. The excess of such fraction will be paid in cash.

The coupons, with schedules, must be left for examination, when a receipt will be given entitling the holder to receive the new bonds after

such examination, and no bonds will be delivered except upon the return of the receipt. Blank schedules will be furnished by the bank.

Union (Maryland) Railroad.

The main object in view in the construction of this road is to form an outlet for the Western Maryland and Northern Central Railroads at tide water, by continuing the former road by way of Wetheredsville, down the valley of Gwynn's Falls, thence to the northern boundary of the city and continuing east, connecting with the Northern Central road near Mount Vernon Mills, or at such point as may be most convenient, and thence to deep water at Canton. On the 22d ult., representatives of the roads above named had a conference with the Mayor of Baltimore, and other city authorities in relation to the objects contemplated in the charter of the Union Railroad Company, and a plan to meet the wishes of all concerned was agreed upon, by propositions made by the directors of the Union Railroad Company. The plan adopted, it is understood, settles numerous difficulties which have heretofore existed, and it is now believed that the work will progress harmoniously, and be completed speedily. Horace L. Brooks, President of the Union Railroad Company, the Mayor, and the President of the Northern Central Railway Company were present at the conference referred to.

Central Railroad and Banking Company of Georgia.

The earnings of this road for the years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From up freights....	$661,125 63	$800,718 08
" down " ...	594,318 28	968,919 04
" passengers	357,061 51	417,610 99
" U. S. mails....	13,043 83	28,523 77
" incidental.....	2,516 84	5,176 00
	$1,628,066 09	$2,220,947 88
Expenses, viz.:		
Transportation	$221,952 24	$336,366 66
Motive power	241,812 09	372,622 43
Cars	112,346 21	271,364 10
Repairs of road.....	261,428 50	309,647 40
Stock killed.....	5,085 59	10,619 25
Incidentals.....	52,120 41	38,225 58
Repairs of buildings.	10,504 23	24,336 58
New buildings.....	4,739 97	.....
Construction.....	444,461 84	3,958 41
Rails, chairs and spike	544,145 06	.....
	$1,908,596 14	$1,357,140 41
Excess of receipts..	.....	$863,807 47
Excess of expenses.	$280,530 05	.....

The road was re-opened for business between Savannah and Augusta on the 1st of February, 1866; but the connection by rail with Macon was not effected until the 12th of June. From the above dates trains have been run regularly between the three cities. The following statement will show the total earnings of the road, from the commencement of operations, since the surrender, to November 30, 1867:

Year ending November 30, 1865....		$106,683 17
" " 1866....		1,628,066 09
" " 1867....		2,220,947 88
Total.....		$3,955,697 14
Expended in 1865....	$190,986 00	
" 1866....	1,908,596 14	
" 1867....	1,357,140 41	
		3,456,722 55
Leaving a balance of.....		$498,974 59

The total cost of reconstructing the road to the close of the last fiscal year, has been $1,090,591 23; of which $93,285 95 were expended in 1865, $993,346 87, in 1866, and $3,958 41 in 1867. Deducting this amount from the gross expenditures, will reduce that sum to $2,366,131 32, and leave a balance of earnings, less expenses of operating the road, of $1,589,565 82.

The gross earnings of the road, as above		$2,220,947 88
The bank earnings.....		65,119 97
Total road and bank.....		$2,286,067 85
From this deduct—		
Road exp's, as above.	$1,357,140 41	
Bank expenses	18,240 98	
		1,375,381 39
Leaving.....		$910,686 46
This sum is chargeable with—		
Interest on bonds	$54,948 00	
Dividends June and December, 1867, 5 per cent. each and U.S. tax	590,014 00	
Rent of A. & S. R. R...	73,000 00	
Rent of Eatonton Br...	14,000 00	
Paid for "Bank in Liquidation".....	118,035 26	
Appropriated for iron..	160,000 00	
		909,997 26
Leaving a balance of.....		$689 20

The cost of operating the road has been 60.57 per cent. on its gross earnings. The increase of earnings from all sources over those of the previous year is $592,881 79. The up-freights, merchandize from northern ports, principally New York, to the interior, as contrasted with those of 1866, show an increase of $139,592 45, while the down freights, principally cotton, shows an increase of $374,600 76, and passage, mails, etc., an increase of $78,688 58.

The quantity of cotton transported during the year to Savannah was 268,074 bales, against 147,933 bales in 1866—an increase of 120,141. The quantity transported to Augusta in 1867 was 4,353 bales. Total in 1867, 272,427; total in 1866, 148,803.

The quantity of fertilizers carried during the years 1866 and 1867 was as follows:

	1867.	1866.
Guano, pounds	18,714,137	4,271,298
Lime "	1,265,720	1,625,855
Salt "	5,616,491	9,259,974
Totals.....	25,596,348	15,157,127

—showing an increase for guano of 14,428,839 lbs., while lime and salt show a decrease of 360,135 lbs. for the one, and 3,643,483 lbs. for the other.

Since the last annual report, the survey of the entire road and branches has been finished, the result of which is as follows: Length of main line from Savannah to Macon, 190 miles 2,428 feet; the Augusta branch, 53 miles 1,315 feet; and that from Gordon to Eatonton, 38 miles 1,666 feet, making 282 miles 229 feet; and in tracks in Savannah, Augusta and Macon yards, including turnouts on the main line and branches, including also 2 miles 3,261 feet of the latter laid the past year, 25 miles 4,583 feet—making the total length of tracks now in use 307 miles 4,812 feet.

The company have 50 locomotives, (2 of which are being rebuilt); 20 first-class and 10 second-class passenger, 9 mail, 29 baggage and package, 3 express, 22 conductors, 427 box, 172 platform, 15 stock, and 3 provision cars. Number of miles run by all cars, 8,172,610 miles. Total number of passengers carried, 126,258, an increase over the previous year of 41,289.

CONDENSED BALANCE SHEET.

Railroad and appurtenances.....	$4,472,000 00
Real estate.....	40,508 00
Stock of other companies.....	740,795 32
Bonds of other companies.....	88,500 00
Individuals	27,973 08
State of Georgia	3,383 76
Post office department.....	8,975 00
United States.....	22,553 25
Rent of Augusta and Savannah R.R.	73,000 00
" Eatonton Branch R. R.....	14,000 00
Bills receivable	25,154 48
Interest account	24,950 00
Profit and loss.....	5,252 65
Bank in liquidation.....	485,085 63
Railroad expenditures.....	1,357,140 41
Cash.....	230,006 45
Due by treasurers and agents.....	90,383 53
	$7,739,661 56
Capital stock.....	$4,666,800 00
Bonds issued.....	786,000 00
Railroad earnings.....	2,220,947 88
Unclaimed dividends.....	22,146 12
Passage change bills	275 20
Dividends 1 and 2.....	27,110 00
Cotton tax.....	2,278 46
Forwarding account.....	11,090 45
Due to other roads.....	3,013 45
	$7,739,661 56

President.—WM. M. WADLEY.

Directors.—A. Low, Wm. B. Johnston, J. F. Gilmer, J. R. Wilder, E. Padelford, G. W. Anderson, J. Cunningham, G. W. Wylly.

Master of Transportation.—J. M. SELKIRK.

Treasurer.—J. F. WARING.

Maine Central Railroad.

The annual meeting of this company was held at Waterville, Me., on the 26th ult. The official reports show that for the year 1867 the receipts were $531,105, and the expenses $350,668—net earnings $180,437. There was a falling off in the earnings of $21,428 11 as compared with the previous year, and an increase of $34,431 77 in the expenses, over the previous year. The expenses have been increased in renewals and repairs of the track, engines and cars, which have been larger this year than usual. A loan of $20,000 was made to the European and North American Company in order that the construction of that road from Bangor might be commenced. An agreement has been made with the Newport and Dexter Railroad Company to lease that road (14 miles in length) when completed. It was voted to take a lease of the Somerset road, when completed, at $1,200 per mile. The funded debt of the company is $2,534,120. Several plans for the payment, extension or renewal of the bonds, soon to become due, were presented and referred to the Directors. A vote was passed authorizing the Directors to extend the road from Danville Junction, its present terminus, to Portland. Reuben B. Dunn of Waterville, Francis A. Hill of Exeter, and Josiah H. Drummond of Portland, of the old Board, and George L. Ward of Lewiston, Lewis Pierce of Portland, and Joel Gray of Boston were unanimously elected Directors.

☞ Both branches of the City Council of Baltimore have passed resolutions authorizing the endorsement by the city of $50,000 worth of the stock of the Western Maryland Railroad.

Railroads of Massachusetts.

A tabular Statement of the Railroads of the State, their Capital and Cost, Length, Earnings and Expenses, Dividends, &c., for the year ending 30th November, 1867.

(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads:	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Housatonic.)					42,000	42,000	7
Boston, Clinton and Fitchburg	624,600	400,000	20,784	1,045,384	940,278	28.97	54,011	43,145	2,815	99,971	81,237	18,734	3,600	6
Boston, Hartford and Erie	14,884,000	8,693,350	1,633,057	25,210,407	19,242,081	130.50	187,644	176,010	5,923	369,577	318,807	50,770	.....	...
Norfolk County	.....	.....	.....	.....	.....	.....	(Leased to and included in Boston, Hartford and Erie.)							
Boston and Lowell*	1,891,500	944,500	74,605	2,910,605	2,653,599	28.65	409,163	553,519	35,386	998,068	763,264	234,804	164,146	8
Boston and Maine†	4,076,974	.....	.....	4,076,974	4,715,114	84.09	951,591	593,430	58,146	1,603,167	1,121,696	481,471	439,539	10
Boston and Providence†	3,360,000	.....	.....	3,360,000	3,360,000	54.00	640,442	380,301	45,404	1,066,147	788,844	277,303	336,000	10
Boston and Worcester*	5,000,000	.....	36,352	5,036,352	5,000,000	68.63	.....	.....	199,592	1,942,502	1,161,080	781,421	500,000	10
Cape Cod	721,926	.....	6,134	728,060	1,031.625	47.05	141,543	50,284	6,154	197,981	136,730	61,251	40,000	6⅔
Cape Cod Central	188,195	125,000	20,848	334.043	337,647	18.80	26,361	3,260	2,905	32,526	28,014	6,236	.....	....
Cheshire	2,085,925	672,200	.....	2,758,125	2,689,307	53.65	191,929	469,535	27,036	688,500	560,038	127,462	66,316	3
Connecticut River	1,700,000	250,000	.....	1,950,000	1,936,971	53.35	282,770	305,929	40,466	629,165	460,001	169,164	141,054	8
Danvers	67,500	145,000	33,198	245,698	244,456	9.26	(Leased and operated by Boston and Maine.)					7,500	.....	....
Dorchester and Milton	73,340	42,807	15,641	131,788	136,373	3.26	(Leased and operated by Old Colony.)						.....	....
Eastern†	3,883,300	1,770,400	663,200	6,216,900	5,238,610	94.49	957,833	348,845	149,368	1,447,046	901,416	545,630	342,930	8
Easton Branch	49,662	.....	.....	49,662	56.144	3.76	(Included in Old Colony and Newport.)							
Fall River, Warren and Providence	150,000	.....	227,450	377,450	326,956	5.79	30,898	.....	.....	30,898	25,070	5,828	.....	....
Fitchburg†	3,540,000	.....	.....	3,540,000	3,540,000	93.50	458,006	600,043	43,395	1,101,444	746,699	354,745	335,368	9
Fitchburg and Worcester	248,000	.....	25,421	273,421	333,884	13.99	31,068	42,459	16,768	90,295	71,949	18,346	14,862	6
Hartford and New Haven	3,000,000	927,000	.....	3,927,000	3,129,047	72.80	941,536	625,993	117,805	1,685,334	982,519	702,815	420,000	14
Horn Pond	2,000	.....	13,248	15,248	15,248	0.66	(Operated by Boston and Worcester.)						.....	....
Lexington and Arlington	241,000	.....	36,000	277,000	258,708	6.64	30,481	6,744	1,493	38,718	33,076	5,642	.....	....
Lowell and Lawrence	200,000	73,000	2,160	275,160	363,158	12.35	(Operated by Boston and Lowell.)					21,780	21,780	6
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(Not operated.)						.....	....
Middleboro and Taunton	149,093	.....	.....	149,093	152,839	8.54	21,093	23,452	844	45,389	41,112	4,277	.....	....
Milford and Woonsocket	18,975	.....	.....	18,975	.....	.....	(In process of construction.)						.....	....
Nashua and Lowell	720,000	.....	15,000	735,000	774,603	14.57	183,827	248,682	7,732	440,241	365,562	74,679	66,000	10
New Bedford and Taunton	500,000	.....	.....	500,000	500,000	21.59	112,057	59,239	11,658	182,954	139,893	43,061	40,000	8
Fairhaven Branch	.....	174,000	.....	174,000	234,660	15.11	35,874	18,535	2,031	56,450	37,742	.....	.....	....
Newburyport	220,342	234,900	140,902	596,144	597,386	26.98	(Leased to Boston and Maine for 100 years rent free.)							
New Haven and Northampton	1,334,000	650,000	142,167	2,126,167	591,273	30.00	23,626	56,007	3,562	82,195	98,882	.....	25,558	2
					1,713,932	71.75	74,859	190,260	4,975	270,094	.....	.....		
New London Northern	895,000	430,000	277,000	1,602,000	1,402,267	100.00	168,123	198,424	16,197	382,944	289,050	93,894	60,000	8
Norwich and Worcester	2,363,600	629,500	9,172	3,002,272	2,613,694	66.40	252,960	409,444	18,034	680,438	476,352	204,086	198,246	8
Old Colony and Newport	4,848,320	2,870,000	128,000	7,846,320	7,618,306	141.00	807,863	481,440	91,762	1,381,065	907,078	473,987	396,246	6
Pittsfield and North Adams	450,000	.....	.....	450,000	443,678	18.65	47,371	55,198	6,325	108,894	81,112	27,782	27,000	6
Providence and Worcester	1,800,000	.....	5,000	1,805,000	1,802,247	44.42	295,549	380,130	27,267	702,946	542,517	160,429	144,000	8
Rockport	88,400	.....	.....	88,400	91,667	3.60	13,326	3,818	232	17,376	7,908	9,468	5,304	6
Salem and Lowell	243,305	226,000	487	470,692	464,013	16.88	(Operated by Boston and Lowell.)					17,500	3,528	1½
South Reading Branch	209,533	.....	95,547	305,080	299,468	8.36	7,365	3,757	.....	11,122	19,975	.....	.....	....
South Shore	259,685	150,000	20,147	429,832	501,593	11.50	80,059	4,372	1,077	85,508	57,681	27,827	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Operated by Housatonic.)				.....	31,409	25,401	7
Stoneham Branch	33,255	31,618	23,120	87,993	87,993	2.38	(Operated by Boston and Lowell.)					900	.....	....
Stony Brook	267,000	.....	.....	267,000	267,383	13.16	(Oper. by Boston & Lowell.)			17,700	3,582	14,118	14,068	5
Stoughton Branch	85,400	.....	.....	85,400	110,253	4.04	9,749	5,131	1,414	16,294	16,301	.....	6,832	8
Taunton Branch	250,000	.....	4,292	254,292	250,000	11.78	135,505	79,778	2,714	217,997	191,123	26,874	21,053	8
Troy and Greenfield	923,942	979,308	.....	1,903,250	1,754,370	6.00	(Operated by Troy and Boston.) Figures of 1863: surrendered to State.							
Vermont and Massachusetts	2,860,000	550,345	2,827	553,172	3,466,429	77.33	151,963	248,163	61,098	461,424	398,829	62,595	45,158	1¼
Western*	8,725,100	5,764,520	.....	14,489,620	12,692,361	173.65	1,303,990	2,522,126	260,592	4,086,708	2,837,412	1,249,296	812,458	10
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Operated by Housatonic.)				.....	1,895	1,386	3½
Worcester and Nashua	1,552,200	.....	.....	1,552,000	1,552,000	45.69	181,760	256,730	10,893	449,383	298,023	142,350	121,776	8

* Double track. † A large portion double track.

	CITY	PASSENGER	RAILROADS	IN MASSACHUSETTS.†						
Boston and Chelsea	110,000	.....	110,000	3.53	(Leased to Lynn and Boston.)	8,800	1,404	7,395	7,480	6.8
Broadway	325,000	.....	110,000	6.84	186,242	187,427	157,967	29,460	32,500	9.5
Cambridge	727,800	64,336	389,336	28.31	(Leased to Union for 9 per ct. on stock, 6 per ct. on bonds and 2 per ct. to S. F.)					
Lowell Horse	55,830	150,000	402,468	3.99	26,655	27,268	21,730	5,538	.....	.....
Lynn and Boston	200,000	94	877,894	12.50	152,978	154,987	154,993	.....	.....	.....
Malden and Melrose	200,000	1,686	734,671	3.60	24,138	24,138	.....	.....	.....	.....
Marginal Freight	94,200	50,000	57,516	3.08	23,442	23,442	.....	.....	.....	.....
Medford and Charleston	21,000	48,984	66,908	42.99	714,991	736,709	607,074	129,635	131,578	10
Metropolitan	1,250,000	55,758	269,486	7.21	186,444	188,085	177,998	10,087	.....	.....
Middlesex	400,000	8,000	60,246	3.25	11,673	14,273	13,148	1,125	.....	.....
Northampton and Williamsburg	300,000	41,539	91,543	2.13	368	368	501	.....	.....	.....
North Woburn street	17,300	183,198	36,600	6.45	27,339	28,226	34,859	.....	.....	.....
Quincy	71,600	1,433,198	1,523,225	7.15	35,476	36,637	37,858	.....	.....	.....
Salem and South Danvers	150,000	79,694	499,685	3.74	(Oper. by Middlesex and Union.)	4,500	.....	4,500	4,500	6
Somerville Horse	75,000	521,233	300,000	2.51	8,489	8,589	8,500	89	.....	.....
Stoneham street	33,000	2,318	27,242	6.84	(Included in Malden and Melrose.)					
Suburban	5,000	302,318	136,840							
Union Railway	200,000	30,800	195,616							
Winnisimmet	58,300	13,500	188,268							
Worcester Horse	75,800	57,592	75,000							
		195,616	37,300							
		188,268	95,000							
		75,000	303,870							
		33,000	62,152							
		5,000	89,573							
		321,842								
		117,742								
		58,538								
		153,800								
		6,000								

† The length of Passenger Railroads is stated in equivalent single track, not by miles of route.

	1867.	1868.		1867.	1868.		1867.	1868.
Imports of Dry Goods.								
The imports of foreign dry goods at New York for the month of February, were:								
ENTERED FOR CONSUMPTION.								
Manufactures of wool	$1,970,917	$1,643,336	Manufactures of wool	$2,428,223	$1,113,106	Manufactures of wool	$1,490,109	$1,182,347
" cotton	1,295,533	1,180,236	" cotton	1,563,832	677,875	" cotton	888,175	493,194
" silk	1,234,789	1,401,494	" silk	866,097	528.694	" silk	774,526	572,123
" flax	968,212	756,294	" flax	1,889,906	698,569	" flax	329.285	353,885
Miscellaneous dry goods	655,716	694,447	Miscellaneous dry goods	261,216	177,581	Miscellaneous dry goods	179,353	297,414
Total entered for consump.	$6,125,167	$5,675,807	Total withdrawn from warehouse	$7,009,274	$3,195,825	Total entered for wareh'g.	$3.661,448	$2,898,963
WITHDRAWN FROM WAREHOUSE.			Add entered for consump.	6,125,167	5,675,807	Total entered for consump.	6,125,167	5,675,807
			Tot. thrown on the market	$13,134,441	$8,871,632	Total entered at the port	$9,786,615	$8,574,776
			ENTERED FOR WAREHOUSING.					

The imports of foreign dry goods at New York for two months from January 1st, were:

ENTERED FOR CONSUMPTION.	1867.	1868.	WITHDRAWN FROM WAREHOUSE.	1867.	1868.	ENTERED FOR WAREHOUSING.	1867.	1868.
Manufactures of wool	$3,651,100	$2,217,174	Manufactures of wool	$3,718,058	$1,598,757	Manufactures of wool	$3,672,249	$1,924,862
" cotton	1,921,390	1,825,869	" cotton	2,127,968	1,065,699	" cotton	2,608,554	967,414
" silk	2,178,138	2,413,344	" silk	1,260,968	709,167	" silk	1,763.006	857,746
" flax	1,923,059	1,252,998	" flax	2,605,300	1,137,517	" flax	1,247,149	675,101
Miscellaneous dry goods	1,287,950	1,126,474	Miscellaneous dry goods	357,923	289,659	Miscellaneous dry goods	462,892	433,147
Tot. entered for consump.	$11,961,637	$8,835,859	Total withdrawn from warehouse	$10,070,247	$4,800,799	Total entered warehouse	$9,753,850	$4,858,270
			Add entered for consump.	11,961,637	8,835,859	Add entered for consump.	11,961,637	8,835,859
			Total thrown on the market	$22,031,884	$13,636,658	Total entered at the port	$21,715,487	$13,694,129

☞ A meeting of persons interested in the construction of the Wicomico and Nanticoke Railroad was held in Salisbury, Md., on the 8th ult., and a committee appointed to ascertain as far as possible the sentiment of the people with regard to the location of the route, and to draft a charter bill for the proposed railroad.

Railroads in California.

The Central Pacific Railroad Company intend, and are prepared, to push the line of their road 300 miles east of the summit during the next twelve months, making the aggregate length of the track by next January, about 405 miles. The company have organized for this work a force of 10,000 laborers, and will use 1,000 mules and horses. If the promise made is realized, there will remain about 370 miles more to reach Salt Lake. In considering this statement, it should be remembered that 25 or 30 miles of the track are already laid east of the summit, and that a large amount of grading has been done beyond that, taking the company to the Nevada plateau, across which grading and track laying can be done almost, if not quite, as rapidly as on the plains between Omaha and the Black Hills, where the Union Pacific Company constructed at the rate of from one to two miles per day. At a distance of 311 miles from Sacramento, the Central Pacific will reach the Big Bend of the Truckee; 41 miles further it will reach Humboldt Lake, and 65 miles further, making 417 in all, it will touch Mill City. The final objective of the Central Pacific, Fort Bridger, is nearly 500 miles still further east. It is said, further, to be the intention of the successors of the Western Pacific Railroad Company to resume work on the railway from San Jose to Sacramento *via* Stockton, at an early day. The prosecution of this second enterprise by the same parties who have the Central Pacific in hand, will be a bold work. Connecting with it at San Jose there is to be 30 miles of rail laid to Gilroy, southward, forming the first section of a line destined ultimately to reach as far as Los Angeles or San Diego, and to be a link in a southern trans continental road. Then positive promise is made that the California Pacific, or Vallejo and Sacramento Railroad, 62 miles long, shall be completed and in operation by next Fall. With that will connect the Suscol, Napa and Calistoga Railroad, 12 miles of which are already in operation; and the Healdsburgh and Sonoma Valley Railroad, whose commencement is proposed for the ensuing Summer. Some signs of vitality are given by the company which secured from Congress a grant of lands to aid in the construction of a railroad from Marysville to Oregon. It has consolidated with the road from Marysville to Roseville, looking to direct connection with the Central Pacific.

☞ The effort to consolidate the Portland and Kennebec Railroad and Somerset and Kennebec Railroad has failed. The capital stock of the Portland, Saco and Portsmouth Railroad Company has been increased to $500,000. A bill has passed the Maine Legislature, incorporating the International Railway Company, with a capital of $100,000. This bill contemplates the construction of a road from Milford to Princeton.

☞ At the meeting of the stockholders of the Rockport Railroad Company on the 24th ult., it was voted unanimously to approve of the sale of the railroad to the Eastern Railroad Company, as proposed by the directors, at cost. It is considered a good road and is in good condition. It has always been successfully managed, having yielded a profit to the stockholders of more than 7 per cent. per annum from the commencement.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,675,139	--------	--------
Allegheny Valley 50	1,498,400	--------	--------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ..100	5,545,225	--------	--------
Atlantic & Gt. Western .. 50	11,522,150	--------	--------
" " " pref.. 50	1,919,000	--------	--------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ..100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	--------	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	--------	--------
Berkshire*.....100	600,000	J.A.J&O	Jan.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,600	--------	--------
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ..100	3,860,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	--------	--------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n.100	399,800	--------	--------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	--------	--------
Cape Cod Branch 60	721,926	J. & J.	Jan. 6 3½
Catawissa. 50	1,150,000	--------	--------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	--------	Jan '68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jan.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	--------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	--------	Oct.'67 2½
Charlotte & S Carolina ...100	1,201,000	--------	--------
Chemung*.....100	380,000	--------	Mar,'68 2
Chesapeake, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy .. 50	10,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000	--------	--------
Chicago, Iowa & Nebras*.100	1,000,000	--------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	--------	--------
Chicago & N. Western....100	13,160,927	--------	--------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger...	--------	J'n &J'ly	Jan.'68$2
" Street	--------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	--------	--------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning* .. 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg.. 50	5,403,911	--------	Sep. '67 5
Cleveland and Toledo* ... 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	500,000	--------	--------
Conn. & Passump. Rivers.100	--------	--------	--------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	--------	--------
Dayton and Michigan*.....100	2,384,941	--------	--------
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	--------	--------
Detroit & Milwaukee.....100	452,359	--------	--------
" " pref.100	1,500,000	--------	--------
D. Dock, E. B'dw. & Bat.100	1,200,000	--------	--------
Dubuque and Sioux City.100	1,673,641	--------	--------
Do. do. pref 100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	--------	--------
East Tenn. and Georgia...100	--------	--------	--------
East Tenn. and Virginia...100	--------	--------	--------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	--------	--------
Fitchburg.....100	4,540,000	J. & J.	Jan. '68 4
Kitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	--------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	--------	J. & J.	Jan.'68 4
Great Western (Ca.).....	16,802,745	--------	--------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 3
Hannibal and St. Joseph.100	1,900,000	--------	--------
Do. do pref.100	5,258,830	--------	--------
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic.....100	820,000	--------	--------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top .. 50	494,380	--------	--------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '67
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	--------	--------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	16,754,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ..100	514,646	M. & N.	Nov.'67 5
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	--------	--------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	--------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	--------	--------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	--------	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	--------	--------
Maine Central.....100	1,600,860	--------	--------
Manchester & Lawrence.100	1,000,000	M. & N.	Nov '67 5
Marietta & Cincinnati..... 50	2,029,778	--------	--------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	--------	--------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	--------	--------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	--------	--------	--------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	--------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,200	--------	--------
Montgomery & W. Point.100	1,419,769	--------	--------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga.100	2,056,544	--------	--------
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jan.'68 4
New Haven & N. London.100	738,538	--------	--------
N.Haven & Northampton.100	1,224,100	J & J.	Jan.'68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	--------	--------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'68 4
" " pref. 50	1,560,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,600,000	J. & J.	Jan.'68 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan.'68 3
Ninth Avenue.....100	797,400	--------	--------
North Carolina.....100	4,000,000	--------	--------
Northern Central 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	--------	May '67 4
Northern of N. Hampsh,.100	3,06[illegible],400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	--------	--------
North Missouri 100	2,369,307	--------	--------
North Pennsylvania..... 50	3,150,150	--------	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	--------	--------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	231,550	--------	--------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000	--------	--------
Panama.....100	7,000,000	J.A.J&O.	Jan. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500	--------	--------
Philadelphia and Erie*... 50	5,069,450	--------	Jan. '68 3
Philadelphia and Reading 50	21,191,667	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,607,850	A. & O.	Oct .'67 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,791,623	--------	--------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	--------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester.100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	605,019	--------	--------
Rensselaer and Saratoga .100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ..100	2,000,000	--------	--------
Richmond and Petersb g.100	847,000	--------	--------
Rich., Fred. and Potomac.100	1,041,800	--------	--------
Rockport 100	88,400	--------	Nov.'67 2
Rome,Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100	--------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800,000	--------	--------
" " " pref.100	1,500,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	--------	--------
Sandusky and Cincinnati.100	2,089,000	--------	--------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	--------	--------
Saratoga and Hudson R..100	1 029,000	--------	--------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	--------	--------
Schuylkill and Susqueh'a. 50	1,269,150	--------	--------
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke...100	868,200	--------	--------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	--------	Nov.'67 5
South Carolina 100	2,819,275	--------	--------
South Shore 100	259,685	--------	--------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	--------	--------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	--------	--------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	--------	--------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	--------	--------
Thirteenth and Fif. (Ph.).. 50	--------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650,000	--------	--------
" " " 1st pref.100	1,700,000	--------	--------
" " " 2d pref.100	908,176	--------	--------
Tol., Wabash and West... 50	5,400,000	--------	--------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston 100	607,111	--------	--------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	--------	--------
Union Pacific 100	--------	--------	--------
Union Pacific (E. D.).....100	--------	--------	--------
Union Pacific (Cent. Br.).100	--------	--------	--------
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	--------	--------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	--------	--------
Virginia Central 100	3,353,679	--------	--------
Virginia and Tennessee...100	3,452,815	--------	--------
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	--------	--------
West Jersey 100	731,050	--------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,130,470	--------	--------
Wilm. and Weldon.....100	1,340,273	--------	--------
Worcester and Nashua .. 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	--------	--------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson....100	10 000,000	F. & A	Feb. '68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	--------	--------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,608,297	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	--------	--------
Union..... 50	2,907,850	--------	--------
" preferred 50	--------	--------	--------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh.p...100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	--------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	--------	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	--------	--------
United States Express 100	6,000,000	MJE&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	--------	--------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	--	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	55½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98½
30 Nov.'67	3.99	—	48	8	--	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	--	196	32	--	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	--	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	....	63
30 Nov.'67	7.21	—	254	42	--	Middlesex (Boston)	499,685	460,000	41,539	79,694	188,085	10,087	—	....	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	363,870	200,000	24,000	117,842	368,851	13,015	6	....	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield.	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,950	40,000	.....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	--	49	—	Bleecker St. & Fulton Ferry.	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	--	—	33	Broadway (Brooklyn	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep. '66	14.00	—	--	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep. '66	8.00	—	--	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	--	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	--	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	--	37	—	Brooklyn City & Newtown.	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	--	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	--	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	--	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	--	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '65	—	2.00	--	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep. '66	19.75	—	--	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	--	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep. '65	—	6.00	--	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep. '66	18.00	—	--	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	--	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	--	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '66	10.00	—	--	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	--	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	....	....
30 Sep. '66	12.20	—	--	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	--	—	—	Port Morris & Westchester.	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep. '66	11.00	—	--	38	—	Rochester City & Brighton.	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	--	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	--	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '66	17.50	—	--	170	--	Third Avenue (N Y.)	2,406,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5.00	--	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep. '66	4.46	—	--	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	--	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	--	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	--	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	--	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	--	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	--	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	--	8	--	Hoboken and Weehawken.	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	--	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	150	22	--	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	--	8	--	West Hoboken & Hoboken.	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	50	36
31 Oct '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	26½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,560	67,450	20,166	—	25	1½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,900	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham.	72,909	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk.	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	57
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,338	—	50	13½
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	—	—	101,996	38,491	8	50	24½
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	64½
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	17½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	8½
						OHIO.									
31 Dec. '62	5.00	—	--	--	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	--	--	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	--	--	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec 62	3.63	—	--	--	--	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	per	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guarantied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.].	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	--
Malden & Melrose bonds.	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Morigage Broad street.	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage.	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	104
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Feb. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	9,458,392	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " ..... coupon		6	" "	1868	139¼
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " ..... coupon		5	" "	1874	111½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	108
" " " ..... coupon		5	" "	1871	123½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,245,600	6	Jan & July.	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,593,468,550	6	May & Nov.	1882	107½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	108
" " " (5-20s) ..... coupon		6	" "	1884	108
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	108½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	107½
" " " (5-20s) ..... coupon		6	" "	1886	106½
" " 3d series (5-20s) ... registered		6	" "	1887	107½
" " " (5-20s) ..... coupon		6	" "	1887	107
Loan of March 3, 1864, (10-40s) .. registered	180,717,200	5	Mar. & Sept.	1904	101½
" " " (10-40s) ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds ..... (currency)	22,470,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	214,953,850	7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	106
Matured Debt not presented	12,082,169	---	presentation.	.....	----
Gold Certificates of Deposit	29,619,280	---	presentation.	.....	----
Compound Interest Notes 1864-'65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	.....	.....	----
Three per cent. certificates	25,040,000	---	.....	.....	----
Fractional currency	32,246,438	---	.....	.....	----
Navy Pension Fund	13,000,000	---	.....	.....	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	83
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ... "	1,000,000	6	various.	1886	----
" — " " (New) ... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,132,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") curr'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	2,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	100
" — " (Bounty)	501,000	6	"	abt. '74	100½
" — " (Ches. & Ohio Can.).	38,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	965,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	----
" — " " (Union Bank)	5,000,000	6	.....	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	88½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88
" —Pacific R.R.	7,000,000	6	" "	'81-87	88½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,184,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " .. registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	103
" — " " "	6,000,000	6	" "	1873	103
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,508,600	6	Jan. & July.	1900	61½
Ohio—State Bonds (Union Loan)	286,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97½
" — " " ..... registered	5,983,952	5	" "	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,450	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	268,000	6	April & Oct.	1883	101
" — " " " 1863	776,000	6	Jan. & July.	1893	101½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	289,167	5½	" "	Var.	----
" — " "	1,766,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,869,398	6	" "	long.	40½
" — " ..... coupon	10,900,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	"	1876	36½
" — " (") ..... coupon	489,200	6	"	1886	44½
" — " " (")	39,600	6	"	1890	36½
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,285,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,828,835
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	583.150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
1868	259,539	------	------	------	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,812
1868	383,600	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	------	------	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 613
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	------	------
1868	519,855	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
1868	371,041	359,736	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	------	------	------	------	------	------	------	------	------	------	------	------
1868	368,487	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,115,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,036,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	------	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,200	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,936	555,222	7,467,217
1867	542,416	525,497	677,960	565,557	561,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,351	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	158,162	171,736	156,066	172,933	220,788	219,160	230,540	204,395	171,499	2,207,931
1868	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,432	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,943	3,783,816
1868	278,712	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	42,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,026
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,431	54,719	774,957
1868	46,415	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	915,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	96¾
" " " 1850	602,000	6	Jan. & July.	"	1880	96¼
" " " 1855	894,250	6	Jan. & July.	"	1875	96½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	96½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100¼
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86¾
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'60	
Central Pacific of California:						
1st Mortgage	1,236,000	6	Jan. & July.	New York.	1896	94¾
Convertible bonds	1,500,000	7	" "	"	1883	99¾
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	830,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	493,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	94
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M A. & N	" "	1915	86½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	99
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. bonds	135,000	7	May & Nov.	" "	1890	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1899	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. B. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	86
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95¾
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	82½
Free Land, 2d Mortgage	1,800,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97¾
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	88
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Gov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	62½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	109
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	850,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	108
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B.& N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	125
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	109
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	66
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100⅝
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., German'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	94
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,356,600	6	April & Oct.	"	1870	98½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93½
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	----
2d Mortgage	250,000	7	" "	" "	1883	----
Equipment Bonds	208,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	----
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	64½
Mortgage (Registered)	504,000	7	"	"	1873	64½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	146
2d Mortgage	937,500	7	" "	"	1863	69
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	----
Six per cents	73,972	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	----
3d Mortgage	71,000	7			1870	----
Registered Convertible	128,893	7			1873	----
South Carolina:						
State Loan	187,000	6			1868	----
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	----
Domestic Bonds	643,500	7	April & Oct.		'69-'91	----
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	----
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	437,000	---		Macon.	'75-'85	----
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	68
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	83
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	98
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	983,000	6	" "		1884	----
State Loan 1859-'60	210,000	6		Richmond	------	----
Coupon bonds of 1865	53,000	8		"	1876	----
Funding Interest bonds	185,089	8		"	'70-'77	----
Dividend bonds	121,227	6		"	65-'75	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	89½
2d Mortgage	772,000	7		Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	160,000	7	March & Sept.		1864	----
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	----
"	197,777	7			1886	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,185	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	.....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	.....
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	650,438	201,086	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,817	3,585	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	1183 940	6,686,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	46	25	437	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,721	228.8	306,335	1,006,958	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,034,115	3,695,153	1,484,616	8½	130
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	149½
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,900	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	66½
31 Mar. '67	181.8	181.5	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,074,934	1,413,999	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,362	6,546,741	2,175,447	10	139½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600,000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	47
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,334	9	60
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,332	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	36½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,959	5,429,203	156 5	319,880	805,271	237,861	—	55
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,655	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	.....
30 Jun. '67	65.1	.....	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,060	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	16	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	.....	1,533,042	386,268	—	.....
31 Aug '66	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,319	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,398	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,499	1,498,713	10	113
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,356,163	4,673,198	1,699,337	—	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	.....	.....	.....	.....	.....	.....	.....	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	429,026	—	74½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	.....
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719,230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,199	90.1	282,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	6.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,361,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,369,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	103½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	13,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	128
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	137½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,006	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	125
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	138
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,690	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	141½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	----
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par)	945,761	85,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6¾	69½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	120
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,290	6,316,900	94.5	863,222	1,447,046	545,630	8	116½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,382	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	----
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O.b	y B. & L.	21,780	17,988	6	----
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,726	74.8	381,529	440,241	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	162,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,524	596,805	907,677	4,848,320	2,870,900	128,000	7,618,396	141.0	826,061	1,381,065	336,310	6	90
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	86½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	----
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,348	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	134.2	—	103	53	1,320	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17,391,983	173.6	1,840,291	4,086,707	1,249,295	10	----
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281,345	93.5	----	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,[illegible]03	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	73
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	----
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	681,301	242,998	8	114
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	----	556,742	128,939	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,091	*	4,381,251	7,967,412	10,073,137	—	18,060,549	124.2	----	5,607,552	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	----	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	117
31 Dec. '66	53.6	—	—	45.5	24	43	274	Morris and Essex	6,978,931	2,181,111	268,699	3,500,000	5,516,950	124,822	9,625,429	53.0	----	1,020,078	304,869	7	70
31 Dec. '66	23.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	100,871	222,769	22,951	—	----
31 Dec '66	65.0	16.0	.....	.....	...	...	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	----	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,500	—	1,741,550	54.0	—	263,420	69,712	29	----
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—	----
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	llway	Co.	233,100	18½	140
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3[illegible]8.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,920	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	72
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	15,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	145
30 Sep. '66	107.0	13.6	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,660	6	45
30 Sep. '67	297.8	296.0	462.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,180	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	130½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,481	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,606	—	64
30 Sept. '66	18.0	—	0.5	10.3	...	...	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,876	1,057,737	36.3	90,260	252,175	89,372	8	----
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	83½
30 Sept. '66	18.5	—	1.25	—	...	...	—	Rochester & Genesee Valley	655,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	----
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	----
30 Sept. '66	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	----
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"	"	7	----
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	----
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	*	—	1,200,000	1,685,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	----
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	----
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141,888	78,832	7½	----
30 Sept. '66	19.3	—	.....	—	...	...	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	103,958	35,572	—	----
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	----
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	----	206,917	108,541	—	----
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	498,366	1,147,018	1,201,000	671,984	3,778,539	171.9	----	432,059	152,543	—	----
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	----	611,599	255,351	—	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	38½
31 Mar. '67	60.3	—	.....	—	34	36	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	----	1,201,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	----	—	—	—	----
31 Dec. '66	185.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,065,592	1,933 70[illegible]	521,906	8	102½
31 Oct '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	106
30 Nov. '67	101.0	102.5	.....	—	63	37	1,219	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,691	3,975,489	275,869	9,961,700	203.5	----	2,298,823	809,515	—	95½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,877	14	108½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	----
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	----
30 Nov. '66	83.5	—	43.6	—	45	40	634	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	5,225,433	158.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,516	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	31½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,968,354	595,400	391,992	3,382,168	1,218,972	109,318	4,972,748	205.9	346,371	694,520	134,081	—	60½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,222	2,970,059	125.0	240,785	420,453	126,806	—	—
31 [illegible] '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,386	906,200	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	184.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,883,490	1,476,030	—	----
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	18
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	----
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	— —	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	----
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,158	—	----
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	—	oper. by	Penn.	R.R.Co.	7	55½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	----
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2 0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	----
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	58½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29½
31 Oct. '66	138.0	— —	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,218	382,500	—	32½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,684	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	— —	—	5,083.700	18,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,902,819	6,016,531	10	46½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	124½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1.776,129	1,500,000	73,108	3,849,237	70.9	324,068	539,109	245,966	—	----
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	101½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,188	130,892	4½	46
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345.387	146,721	10,030	684,036	962,600	118,865	1,760,501	35.4	144,402	357,590	148,650	—	15
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	138	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,885	—	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,872	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	—
28 Feb. '67	102.0	—	----	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	817,775	66,687	—	—
31 Dec. '66	136.0	106.0	----	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,875	242.0	----	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	----	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224.247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,812,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	----	367,252	173,729	—	—
1859	47.4	—	2.8	— —	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	817,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734.118	337,384	6	—
1859	—	—	----	—	—	.	—	Nashville and Northwestern	----	—	—	----	----	----	----	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,248	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	406,477	----	30.0	----	1,248	—	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,560	----	50.0	81,800	82,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	428,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	----	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	----	----	23.6	----	90,273	84,358	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	118.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '65	103.5	—	----	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680,685	694,000	----	----	103.5	436,729	758,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	128	Orange and Alexandria	----	----	----	2,063,655	2,923,000	380,780	----	167.7	6 mos.	800,101	102,651	—	18½
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	----	289,581	49,581	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,885	7	----
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,861	60,784	—	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	----
30 Sep. '67	205.0	—	21 3	7.0	32	15	196	Virginia Central	5,540,788	541,814	296,438	3,353,679	1,919,550	377,297	6,879,046	221.8	300,405	554,611	175,648	—	----
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	----
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275 0	986,727	2,588,800	934,103	—	54½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	----	----	----	—	40
----	—	----	----	----	----	----	----	Western Union	----	----	----	----	----	----	----	----	----	----	----	—	
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	15
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	68
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	*	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,128	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	-	—	4,658,706	—	—	—	108.0	— —	148,339	55,777	—	—
July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	02,3[illegible]	— —	1,380,000	13,100	136,000	1,709,232	60 0	----	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	100	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
	8.		—	—	11	22	120	Panama	9,900,000	*	[illegible]	5,011,[illegible]	[illegible]	—	10,[illegible]68,72[illegible]	48.[illegible]	----	[illegible]37,488	1,328,92[illegible]		345

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	26¾
Catawissa (preferred)	1,150,000	7	—	27¾
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	64½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80¾
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	81½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	11
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7	—	69½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	----	----	81
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	66
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	—
Chesapeake and Delaware	100	1,343,563	—	38
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	85
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	13
" " (preferred)	50	2,888,988	—	21½
Susquehanna and Tide Water	50	2,048,260	—	16
Union	----	----------	---	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	40 — @ 42 —
Pig, American, No. 1		38 — @ 39 —
Pig, American, No. 2		36 — @ 37 —
Bar, Refined, English and American		80 — @ 85 —
Bar, Swedes, assorted sizes	(gold)	87 50 @ 90 —
		Store Prices.
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @160 —
Hoop		133 — @185 —
Nail Rod	per lb.	9 @ — 10
Sheet, Russia, Med. No.'s		16 @ — 17
Sheet, Single, D. and T. Common		5 @ — 7
Rails, English	(gold) per ton.	— — @ 53 —
Rails, American (at works)		79 — @ 82 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)		— 10 @ — 12½
English Blister. (2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 12 @ — 14
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½@ — 23¾

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 40 @ 6 50
German Refined	(gold)	6 40 @ 6 75
English	(gold)	6 45 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		Gold.	Currency.
Banca	(gold). per lb.	— 26 @ — —	
Straits	(gold).	— — @ — 23½	
English	(gold).	— 23 @ — 23½	
Plates, I.C. Charcoal. p.box.		8 37½@ 8 50	12 — @ 12 75
Plates, I. C. Coke		7 12½@ 7 75	10 25 @ 11 —
Plates, Coke Terne		6 25 @ 6 50	9 — @ 9 50
Plates, Charcoal Terne		8 — @ 8 25	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)		— 17½@ — —
Refined, free, S. W.		— — @ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 23
Refined, in bond, Standard White		— 25 @ — 25½
Refined, in bond, prime White		— — @ — 26
Naptha, Refined, (60 @ 63 gravity)		— 28½@ — 29
Residuum	per bbl.	3 — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th. 27.	F. 28.	Sat. 29.	M. 2.	Tu. 3.	W. 4
Atlantic M. S. S. Co.	98½	98½	98½	98	98½	98½
Boston, Hartford & Erie	14⅞	15½	15¾	16	15⅝	15½
California 7s	----	----	----	----	----	133
Canton Co.	61½	64	62½	----	----	64
Chicago & Alton	----	----	130	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	150	149½	----
" " " 8 p.c.	----	----	113	----	113	----
Chic. & Northwest'n	66½	60	61	63	66	66½
" " pref.	72¾	72¾	73½	73½	74¾	74
" " 1st M.	----	----	----	----	87½	87½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	86	----
Chicago & Rock Isl.	96¾	96¾	----	----	97	97
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	94¾	94	94	----	----	----
Clev., Col. and Cin.	----	101½	101½	102½	102½	102½
Clev. and Pittsburg	93	94	94½	----	94½	94
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106½	107¾	108	107¾	108¾	107¾
" " S. F. 7 p.c.	102	----	----	----	----	----
Cumberland Coal, pref.	34	----	34	----	33¾	----
Del. & Hudson Canal	147	----	148¾	----	148	148½
Del., Lack. & West.	114	----	114	----	114	----
" " 1 M. 8 p.c. '71-5.	----	----	99	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	68	68¾	66	69¾	74¾
" pref.	76½	77	----	76½	78	78
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	94½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	140	142½	143	142½	144	145
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	138	----	----	140	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	29½	----	29	29
" " 2d "	----	----	----	----	11	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	7	7	----	----	----
" " pref.	10½	11½	11¾	----	----	11
" " 1st mort.	----	----	----	----	----	----
Michigan Central	112½	113	113	----	----	----
" S F. 8 p.c. '82	112½	----	112½	112½	112½	113
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91	90¾	91	----	91½	91½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	100½	----	100½	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	99	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	99	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	50½	51½	51¾	51¾	52	52½
" " pref.	65½	66½	67	----	68	68¼
" " 1st mort.	----	88½	88	88	88	88
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	106	106½	85½x	87½	89	----
" iss. to H. & St. J. R.	87¾	87½	87½	----	88	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	99	99	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
New York Central	127	128¾	129¾	128½	129¾	131
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	84	----	----	----	----
" " 6s, S.F. '87	92¾	----	----	----	----	----
N. York & Harlem	127	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	140	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	76
" ex-coupon.	57	58	61	60	62	62
" new	56	----	61	----	61½	62
Ohio & Miss.	30½	30¾	30¾	30½	31½	31¾
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	113¾	113	110	110¾	110¾	----
Panama	340	345	345	----	346	----
Phila. and Reading	92¾	93	92¾	93½	94	94
Pitts. Ft. W. & Chicago	99¾	100½	100¾	100	100½	101
" " 1 M.	----	----	----	----	----	----
" " 2 M. 101	----	----	----	----	----	----
" " 3 M.	93½	----	----	----	----	----
Quicksilver Mining Co.	23	----	22	22	22	24½
St. L., Alton & T. H.	----	----	----	----	----	47
" " pref.	74	----	----	----	73½	73½
" " 1 M.	----	94¾	----	----	94½	94
" " 2 M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	66½	----	66	66	66	65¾
" new	61¾	61½	61¾	61½	62	63½
Tol. Wab. & Western	46	46½	----	46½	47½	49
" Pref.	70	70½	----	----	71	----
" 1 M. ex.	91	----	----	----	91½	----
" 2 M.	----	----	----	----	81	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	49½	----	49¾	----
new	42¾	43	----	44	44	44½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th 27.	F.28	Sat.29.	M.2.	Tu.3.	W.4
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104⅝	104½	100⅞x	101½	101⅝	----
U. S 5s, 10-40s, reg.	100⅝	----	----	101½	----	----
U. S. 6s, 1881, reg.	111⅞	110½	----	----	----	----
U. S. 6s, 1881, cou.	111	110⅞	----	----	110⅞	111
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	106½	----	106⅝	----	106⅞	----
U. S. 6s, 5-20s, c. '62	110⅝	110	110½	110½	110½	110⅝
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107½	107⅝	107⅝	108	108½	----
U. S. 6s, 5-20s, reg. '65	107	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108½	108½	108⅝	108⅞	109	----
U. S. 6s, 5-20s, r. n. '65	107	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	106⅝	106⅝	----	107	107½	----
U. S. 6s, 5-20s, r. n. '67	107	----	----	----	106½	----
U. S. 6s, 5-20s, c. n. '67	107½	107	106⅞	106⅞	107½	107½
7.30 Notes, 2d series	106½	106	105⅞	105⅞	106½	106½
" " 3d series	106½	----	----	105⅞	106½	106½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W.26	Th 27.	F.28.	Sat.29.	M.2.	Tu 3
Catawissa	----	----	----	----	----	----
" preferred	27½	----	27¾	----	----	----
Camden & Amboy	126¾	126¾	126¾	----	126¾	126¾
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	88½	89	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	96¾
Del. Div. Canal	----	----	----	----	----	50½
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	27¾	27¾	28	28½	28½	28¾
" " 6s, '84	88	88	----	88	88	88
Lehigh Valley R. R.	52½	52½	53	53½	53½	53½
" " 6s	----	95½	----	----	----	----
Little Schuylkill R. R.	----	29	29	29½	----	----
" " 7s	----	----	----	----	----	----
Minehill	57	----	57	----	57	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	32½	32½	----	----	----
" " 6s	88½	88½	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44	----	----
Pennsylvania R. R.	55½	55⅝	55¾	55⅝	55⅝	55¾
" 1st m.	----	100½	100½	100½	100⅝	100⅝
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	104	104½	103⅝	103⅝	103⅝	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	108	107½	----	108	108	----
" " 6s. W. L.	102½	----	102½	102	----	102½
Philadelphia City, 6s	98½	98½	----	98½	98½	98½
" " new	102½	102½	102½	102⅝	102½	102½
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46½	47½	46½	46⅞	46⅝	47
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25¾	26	26⅝	----	27	----
" " 6s	----	94	----	----	----	----
Philad. & Sunbury, 7s	93	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	71⅝	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	15	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	57½	57	----	----
Spruce & Pine, "	24½	----	24½	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W.26.	Th.27.	F.28.	Sat.29.	M 2.	Tu.3
Baltimore City 6s, 1875	----	----	----	----	99½	99½
" " 1886	97¾	----	98	98	98½	----
" " 1870	----	----	----	----	----	----
" " 1890	99½	99½	98½	99½	99½	99½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	128	----	----	----	128
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	96½
" " " '85	----	----	----	----	----	----
Northern Central	----	44	----	----	44	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	19½	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th.27.	F.28.	Sat.29.	M.2	Tu.3.	W 4
Boston and Albany	147	149	148¾	150	----	148¾
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	139	----	----	----	----	138
Boston and Providence	----	----	141¾	----	----	141½
Boston, Hartford & Erie	15⅝	15½	15⅝	15½	15½	14⅝
Cheshire, pref.	----	----	64¾	----	----	64½
Concord	----	----	----	----	----	----
Connecticut River	----	----	120	----	----	120
Eastern	115	115	115	----	----	116½
Fitchburg	130	130	----	----	----	129½
Manchester & Lawr'ce	----	125	----	----	----	----
Michigan Central	113½	----	----	----	113½	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	63¾	64	----	----	----	----
Old Colony & Newport	90	90	90	----	----	----
Ph., Wil. & Baltimore	54¾	54½	54½	54½	54½	54⅝
Portl'd, Saco & Ports.	----	104	103¾	----	---	102½
Vermont & Canada	----	----	99½	99½	----	99⅝
Vermont & Mass.	56	59	----	----	----	57½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	62	63	63	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	22½	----	22	----	22½
Franklin "	14	----	----	15	15½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	7¾	----	----	8½	9	9½
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	25
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Feb. 7th, and 14th:

	Closing Prices. Feb. 7.	Feb. 14.
United States, 5-20s, 6 per cent 1882	71⅝@ 71⅞	72 @ 72¼
Do. do. 6 do. 1884	70 @ 72	-- @ --
Do. do. 6 do. 1885	70⅝@ 70⅞	71 @ 71½
Do. do. 6 do. 1868	87 @ 89	-- @ --
Do. Bonds 5 p. ct. 1874	70 @ 72	-- @ --
United States 10-40s, 5 per ct. 1904	67½@ 68	65¾@ 66½
Massachusetts State 5 per cent	85 @ 87	-- @ --
Virginia State, 5 per cent	50 @ 52	-- @ --
Do. 6 per cent	30 @ 52	-- @ --
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	-- @ --
Do. do., 2d mort., 1881	53 @ 58	-- @ --
Do. Penn., 1st mort., 1877	55 @ 60	-- @ --
Do. do., 2d mort., 1882	53 @ 58	-- @ --
Do., consolid. mort. bonds, 1890	24¾@ 25½	24½@ 25½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	-- @ --
Do. 2d mort. 8 per cent.	59 @ 63	-- @ --
Erie shares, $100 (all paid)	47½@ 47¾	48½@ 49½
Do., Preference ditto	71 @ 73	--@ --
Do., 3d mort., 1883, 7 p. c.	62 @ 66	-- @ --
Illinois Central, 6 p. c., 1875	88 @ 92	-- @ --
Do., $100 shares (all paid)	87½@ 87¾	88½@ 89½
Do., 7 p. c., 1875	78 @ 80	-- @ --
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	-- @ --
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
New York Central $100 shares	-- @ --	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	-- @ --
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	-- @ --
Do. with option to be paid in Phil.	82 @ 84	-- @ --

American Railroad Journal.

Saturday, March 7, 1868.

Stock Exchange and Money Market.

There has been more activity in the Money line, since our last. The calls from speculative, as well as from mercantile borrowers, have been more numerous and urgent, because of the augmentation of business at the Stock Boards, as also in produce and merchandise. There has been an unusually spirited movement in the railway share list, especially since Monday, which has led to a livelier negotiation of call loans, and these have been quoted up to 6 per cent. as the ruling figures, though exceptional advances are yet made at 5 per cent. to the more prominent dealers in the public funds. The gold speculation has been comparatively tame, and the requirements of operators, in the way of pecuniary aid, have been on a reduced scale. The spring traffic is opening with considerable vigor in the line of domestic produce, and a more animated mercantile demand for money is noted, the best business paper being marketable at the full legal rate of 7 per cent. per annum. The U. S. Sub-Treasury made some very heavy disbursements and transfers about the 1st inst., reducing its cash balances materially. It closed the month of February with a cash reserve of 99¼ millions, against 97⅛ millions on the 31st of January. It is now gaining a little again, in the currency form. The city banks reported, in their last weekly statement, a general decrease in their averages, the most important having been a loss of nearly 2⅜ millions of legal tender reserve. A falling off of less than half a million of specie and deposits, respectively, was also indicated, and over half a million of a contraction in the loan and discount item noted. The specie reserve of the city banks is now $22,091,641, against $11,579,381 same time last year. The city bank deposits are now $208,651,578, against $198,018,914 week ending March 2, 1867. The legal tender reserve amounts to $58,553,607, against $63,014,195 same time last year. The circulation now stands at $34,086,223, against $33,294,433 same time last year. The loans are now $267,240,678, against $260,166,436 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $141,022,000 a day, against a daily average of $90,484,320 the preceding week, and $91,753,531 the week ending with Feb. 15, 1868. The current week's exchanges average about $106,400,000 a day, the clearances of the Gold Exchange Bank being now included. The city banks, last week, lost $2,315,323 of legal tender, $453,772 in the deposit line, and $422,339 of their specie reserve. They reduced their loans, $225,965; and their circulation, $13,800.

The Philadelphia Bank movement the past week shows an increase in loans, of $39,591; an increase of $6,435 in specie; an increase in legal tenders of $304,728; a decrease of $655,150 in deposits; and an increase of $1,989 in circulation. The Bank Clearings show an increase of $6,289,479, and the balances, an increase of $631,055.

National Bank notes to the amount of $82,480 were issued last week, making the total issue to 1,673 banks thus far, $306,486,981, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,806,275, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790.) an actual circulation at this date, of $299,680,706. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,606,550; and for the public deposits, $37,877,950—making a total of $379,484,500. The Treasury Department last week redeemed and destroyed $527,000 of worn and mutilated fractional currency, and issued $520,540 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 29, were $12,970,421, including $2,824,472 from customs duties; payments, $23,274,464, including $129,086 of coin interest; balance at the close of the week, $99,239,619, against $109,543,661, at the close of the preceding week, showing a decrease of $10,304,042. The business of the Office during the first two days of the cur-

rent week, was as follows: Receipts on Monday, $2,295,032 including $477,000 from customs; and payments, $2,090,802; on Tuesday, receipts, $1,869,843 including $457,494 from customs, and payments, $1,879,751. The balance at the close of business on Tuesday stood at $99,427,943, against $109,082,086 a week previous; and $105,137,429 on Feb. 18, 1868.

The Sub-Treasury receipts in all February were $48,488,155, including $9,735,128 from customs; payments, $46,741,243, including $1,880,087 of coin interest; balance at close $99,239,619, against $97,492,707 on February 1st.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 18th of Feb., $28,700,000, against $20,104,580 on the 1st of January.

A fair average revenue, for the closing week of the winter season, has been reported, since our last, by the National Treasury. The excises, last week, yielded over 3½ millions, against less than two millions the preceding week; customs at the port of New York (five business days,) $2,324,472 and at the outports, about $725,000 (in coin) more, making the grand total income for the week equal to about $7,921,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $130,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 7, 1868, $797,664, against $541,000 same time last year.

The Gold market has been measurably free from excitement, and even activity, during the past week. The speculative demand has been quite moderate, while the customs and export calls have been less pressing. The offerings of Gold have been on a more liberal scale, partly in the form of the March 1st coin coupons on the Ten-forty loan, which have been rather freely marketed by the bondholders. The receipts of treasure both from California and from foreign sources of supply, have been more extensive. The export drain was less than three-fourths of a million last week. On Wednesday of this week, the *Cuba* for Liverpool, carried off only $191,320. The range of the price within the week, has been from 140⅝@141⅞, showing an extreme fluctuation of only 1¼ per cent. The latest figures on Wednesday were 140¾, on a dull and yielding market.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $691,837, against $262,603 same time last year. The customs demand for Gold last week, averaged $464,894 a day; thus far, this week, it has been equal to $467,250 a day, or equal to a weekly aggregate of $2,803,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $261,600 and from California, $1,551,270. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $73,631,248, against $84,024,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $23,096,863 against $29,384,811 same time in the preceding fiscal year, showing a decrease of $6,287,948 in 1867–'68. The exports of specie from this port, last week, were $659,901, against $759,182 same week last year. The exports of specie, hence, since July 1, 1867, have been $38,562,730, against $22,254,325 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $129,086, and since July 1, 1867, $51,166,606, against $35,139,640 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to Feb. 7, 1868, were $3,825,963, against $4,502,400 same time last year.

Less activity has been noted in the line of foreign exchange, and decidedly less firmness has been discernable in the market for sterling drafts. The offerings of produce bills have been heavier, and not easily disposed of, at even the modified ruling figures.

Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.18¾c.@5.18¾; sight bills on London to 109⅞@110⅛, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been on a more liberal scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,980,200, against $4,492,564 same week last year; total, since July 1, 1867, $121,035,214, against $126,929,655 same time in 1866–'67.

The dealings in the public funds have been a little more spirited, through the past week. The demand from some of the street houses, stimulated by the reduced prices current early in the week, has been more animated, particularly for the later issues of the national obligations, in the funded, as well as in the currency forms. The offerings of both bonds and notes have been less extensive, and the leading local holders have evinced much less eagerness to realize. Washington advices have been of a more assuring and inspiriting tenor, and less uneasiness and anxiety have been exhibited, in relation to the immediate future, in the political, as well as the financial line. The administration of the national finances is meeting with more general and hearty endorsement from the press, as well as from the public, at large; and no legislative action is apprehended that will not harmonize with the policy of Secretary McCulloch, who, in less than three years of almost unexampled dullness and prostration in the business of the country, has succeeded in funding safely and economically over 800 millions of embarrassing national obligations, besides liquidating even more perplexing floating claims against the Department of over 200 millions.

U. S. sixes of 1881 closed here on Wednesday at 111⅛@111⅜; U. S. Five-twenties of 1862, 110½@110⅝; U. S. Five twenties of 1864 at 108@108¼; U. S. Five-twenties of 1865 at 108⅞@109⅜; U. S. Five-twenties of 1865, consolidated, 107@107¼; U. S. Five-twenties of 1867, 107⅛@107⅜; U. S. Ten-forties at 104¼@101⅜, and U. S. Seven-thirties at 106⅛@106⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 118	September, 1865..116¼
August, 1865....117	October, 1865....116

U. S. three per cent. certificates 100¼

Government through the Sub-Treasury in this city, has paid off $4,807,800 of the matured loan of 1847–'67, since Jan. 1, 1868.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 26.	Mar. 4.
Consols.....	92¾	93⅛	93⅛
U. S. 5-20's of 1862....	72	71⅝	71½
Erie.....	49⅜	44¼	47½
Ill. Central.....	88¾	88	89½

The railway and miscellaneous stock market has been very brisk, chiefly in the line of the leading railway shares. Erie stock has been dealt in with unusual freedom, prices advanced very sharply on Tuesday evening, followed by a partial reaction on Wednesday. The whole market moved in more or less intimate sympathy with the course of Erie, and higher prices were marked on most of the list.

A livelier trade has been reported in the principal kinds of domestic produce, especially toward the close, breadstuffs, provisions and cotton leaving off buoyantly. Middling upland cotton closed at 25 cts., per lb. The stock of cotton now here is estimated at about 53,000 bales. The receipts at the port this week, have averaged about 6,500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,595,000 bales, against 1,341,000 bales same time last year; exports, same time, 1,007,000 bales, against 720,000 bales same time last year; stock on hand at latest dates, 371,000 bales, against 623,000 bales same date last year. At the Live Stock Markets, this week, beeves have been moderately sought after at less firm prices, ranging from 8@20c.; week's receipts, 5,012. Veal calves, have been in good request at from 10@14c.; receipts, 631. Sheep and lambs have been in fair demand at from 5@9½c.; receipts, 21,959. Swine, dull at from 8¾@9½c. per lb., all live weight; receipts, 11,979. There has been also more doing in foreign merchandise, particularly in groceries and dry goods. There has been a very fair degree of activity the line of domestic cotton goods and of desirable styles of foreign fabrics, chiefly dress goods, which have been rather more firmly held, on comparatively moderate offerings. The total imports of foreign dry goods, last week, were $2,037,327, and the total amount marketed $2,045,959. The value of foreign merchandise imported last week, was $3,073,771—making the grand total specie value of last week's imports of dry goods and merchandise, $5,111,098, against $5,735,486, same week last year; total since July 1, 1867, $150,135,154, against $179,601,759 same time in 1866–'67. The ocean freight market has been rather dull since our last, rates closing in favor of shippers. For Liverpool we quote flour at 2s. by sail, and 2s. 9d. by steamer, per bbl.; grain at 8½d.@8¾d. by sail, and 9½d.@10d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{7}{16}$d. by sail, and ½@$\frac{9}{16}$d. by steamer, per lb.; and heavy goods at 25s.@35s. by sail, and 35s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday 498.

The balance in the Sub-Treasury on Wednesday was $100,242,233 92.

The New York exports, exclusive of specie, for

the week ending Feb. 25, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,492,574	$5,980,200
Prev. reported.....	27,745,454	25,912,129
Since January 1.....	$32,238,018	$29,892,329

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$3,315,373	$2,037,327
Gen. merchandise.....	2,583,217	3,073,771
Total for the week.....	$5,898,954	$5,111,098
Previously reported....	37,237,544	28,325,923
Since January 1.....	$43,136,498	$33,437,021

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 1st mort., 100; Toledo, Peoria and Warsaw 1st mort., 82½; Great Western 2d mort., 76½; Pacific R. R. 7s, guar. by Mo., 110; do., ex-coupon, 90; Toledo and Wabash Equipment bonds, 72; Chicago and Milwaukee 1st mort., 88¾; Chicago and Great Eastern 1st mort., 80½; Ohio and Mississippi 1st mort., 92; Chicago and North Western Interest bonds, 91; York and New Haven 6s, 98; Hannibal and St. Joseph, 74¾; do., pref., 81½; Rome, Watertown and Ogdensburg, 117; Buffalo, N. Y. and Erie, 140; do., 1st mort., 94¼; New Jersey R.R., 132½; Second Avenue R. R., 45; Dubuque and Sioux City, 58; do., pref., 75; New Jersey Central R. R., 117; New York State 7s Bounty Loan reg., 108⅞; do., coupon, 108⅝; do., 6s, 1873, 103; Georgia 6s, 71; do., 7s, 83; Michigan 6s, 1883, 95; Rutland Marble, 13; Union Navigation, 20; Adams' Express Co., 74½; Wells-Fargo Exp., 40¾; U. S. Express, 73; Merchants' Union Exp., 35; Am. Exp., 70½; Western Union Telegraph, 34¾; Citizens Gas, 140; Central Coal, 47; City Bank, 180; Bank of Commerce, 119; Central National Bank, 106½; Fourth National Bank, 104½; Corn Ex. Bank, 125; Bank of Republic, 113; Am. Exchange Bank, 120; Continental Bank, 103; Merchants' Bank, 117½; Park Bank, 150; Bank of North Am., 107; 7th Ward Bank, 111; Hanover Bank, 112¼; Alamada Silver, 1.00; American Flag, 0.70; Consol. Gregory Gold, 4.00; Corydon, 0.40; Davidson Copper, 0.48; Edgehill Mining, 3.40; Keystone Silver, 0.02; La Crosse Gold, 0.61; Liberty Gold, 0.04; Montana Gold, 0.65; New York Gold, 0.65; Owyhee Mining, 20.00; Quartz Hill Gold, 1.15; Rocky Mt. Gold, 0.21; Reynolds Gold, 0.01; Smith and Parmalee, 2.80; Wallkill Lead, 0.33; Rynd Farm petroleum, 0.08; United States, 2.10; Brevoort, 0.25; Buchanan Farm, 0.40; Bennehoff Run, 1.90.

Philadelphia.—Phila. and Reading 6s, 1871, 96; Phila. and Erie 7s, 78; West Jersey R.R. 6s, 89¾; Belvidere Delaware 2d mort., 84½; Catawissa Chattel bonds, 47; North Penna. 7s, scrip, 80½; Camden and Amboy scrip, 125½; 13th and 15th streets R. R., 17¼; Chesapeake and Delaware Canal, 38; Lehigh Coal and Navigation R. R. 6s, 91¾; do., gold loan, 94¼; Allegheny County coupon 5s, 75; Pittsburg 4 per cent. scrip, 50; Big Mt. Coal, 4¾; N. Y. and Middle Coal Fields, 3⅜; Butler Coal, 7; Hazleton Coal, 48; Fulton Coal, 5¼; New Creek, ¼; Green Mt., 3; Ocean Oil, 2⅜; Feeder Dam, 0.46; Manufactures Bank, 31; Consolidation Bank, 42½; Corn Ex. Bank, 72; Girard Bank, 60½; Commercial Bank, 58¼; Farmers' and Mechanics' Bank, 132¼. The latest quotations are: City 6s, 98¾@99; do., free of tax, 102⅜@102½; State 5s, reg., 98@98½; do., coupon, 96@98; do., 6s, W. L., 102@102½; Reading, 46⅞@47; do., 6s, 1870, 98@—; do., bonds, 92@94; Camden and Amboy, 126½@126¾; do., mort. 6s, 1889, 96½@97; do., 1883, 89@89½; Penn. R. R., 55¾@56; do., 1st mort., 100½@101; do., 2d mort., 97@97; Little Schuylkill R. R., 29@30; Morris Canal, 30@40; do., pref., 85@87; do., bonds, 88@92; Wyoming Valley Canal, 37@45; do., 6s, 75@85; Susquehanna Canal, 13½@14¾; do., 6s, 60@61; Sch. Nav., 12@13¼; do., pref., 22@22⅜; do., 6s, 1882, 71@72; Union Canal bonds, 15@17; Delaware Div. Canal, 50@50½; do., bonds, 83@89; Elmira and Williamsport, 30@31½; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 58½@62; Lehigh Coal and Navigation, 28¼@28⅝; do., bonds, 1884, 87¾@88; North Pennsylvania, 32@33; do., 6s, 88@88½; Philadelphia and Erie, 27@27¼; do., 6s, 94@94¾; Minehill, 56½@57; Catawissa, 6@8; do., pref., 27¾@28; Lehigh Valley, 53⅜@53⅝; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 58@59; West Philadelphia, 65@66; Spruce and Pine, 24@25½; Green and Coates, 29½@30; Chestnut and Walnut, 45½@46; Thirteenth and Fifteenth, 17@17½; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 10½@10⅝.

Boston.—Union Pacific R. R. 6s, 97¼; Vermont Central and Vermont and Canada 8s, 1877, 101⅞; Eastern R. R. 6s, 1874, 95¾; Boston, Hartford and Erie 7s, 65; do., new, 51; Ogdensburg and Lake Champlain 1st mort., 100; do., Equipment 8s, 1878, 102; Rutland and Burlington 1st mort., 146; do., 2d mort. 7s, 69; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 95; Old Colony and Newport 7s, 1877, 103; Phil., Wil. and Balt. 6s, 1877, 97; Indianapolis and Cincinnati R. R., 30; Rutland R. R., 35; Vermont Central old, 75c.; Boston Water Power Co., 20½; Cary Imp. Co., 8; Waverly Land, 1⅜; Ophir (N. S.) Gold, 1.50; New Hampshire 6s, 1869, 99¾; do., 1872, 100; Connecticut 6s, 1881, 100; Rhode Island 6s, 1892, 101¼; Vermont 6s, 1876, 100½; Maine 6s, 1889, 100⅛; Chicago 7s, Tunnel bonds, 98⅞; Cook Co., Ills., 7s, 96¼; Cincinnati 6s, 1878, 84⅞; Brooklyn 6s, 1887, 94¼; Portland 6s, 1877, Building Loan, 98; do., 1887, Railroad, 93¼; do., 1870, At. and St. Law. R. R., 97¾; do., municipal, 98; Boston 6s, 1877, currency, 103⅞; St. Louis 6s, 1887, gold, W. L., 99⅝; do., currency, 86; Louisville, Ky., 6s, 1886, 83¾; Rochester, N. Y., City Works 6s, 1887, 84⅞; Bath 6s, 1891, 92½; Bangor 6s, 1872, 93¼; Roxbury 6s, 1873, 101½; Albany 6s, 1879, 94¾; Salem 5s, 1882, 90¼; East Boston Gas, 28½; Boston Gas, 762½; Cambridge Gas, 118; Merchants' National Bank, 118¾; National Bank of Commerce, 123; North National Bank, 118¾; Eagle National Bank, 116½; Atlas National Bank, 119¾; Eliot National Bank, 111¼; National Bank of Redemption, 116¼; National Bank of North America, 106¼; Shawmut National Bank, 110¼; Traders' National Bank, 101; Allouez Mining Co., 3⅛; Humboldt, 75c.; Hancock, 5½; Star, 37½c.; Superior, 62½c.

Baltimore.—Western Maryland bonds, 75; do., guaranteed, 90; Marietta and Cincinnati 1st mort., 92¼; do., 2d mort., 72½; Richmond and Danville R. R. bonds, 64¼; Central Ohio 1st mort., 86⅝; N. W. Va. 3d mort., 94; Orange and Alexandria 3d mort., 66; Santa Clara, 1.75; Liberty Copper, 0.47; Navassa Guano, 21; Bankers' and Brokers' Tel., 5.05; Mechanics' Bank, 10¾; People's Bank, 18¼; Farmers' and Merchants' Bank, 46; Bank of Baltimore, 112; Bank of Commerce, 26½; Second National Bank, 118. The latest quotations are: Balt. and Ohio, 127¼@129; do., 6s, 1875, 96½@97; do., 1880, 96½@97; do., 1885, 98½@98¾; Northern Central, 44@44; do., bonds, 1885, 85@85¼; do., 1900, 83@85; Parkersburg Branch, 23@25; N. W. Va., 1st mort., 94@—; do., 2d mort., 94@—; do., 3d mort., 1873, 92@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92¼@92½; do., 2d mort., 72½@72¾; Central Ohio, 36@38; do., 1st mort., 86⅛@—; Western Md. 6s, 1890, 70¾@75; do., guar., 94@94½; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¼@99½; do., 1886, 98¼@98¼; do., 1890, 99@99¼; do., coupon, 99@—; do., Park, 97½@98¾; do., 1893, 92½@96; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19¾; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 60@70; Santa Clara, 1.75@2.00; Atlantic Coal, 0.72@0.80; Baltimore Coal, 290@—.

Winchester and Strasburg Railroad.

This road, which was incorporated by the Virginia Legislature less than a year since, is a link in the line of roads leading from Harper's Ferry, through Winchester to Strasburg, and thence to Harrisonburg. With this link built it is expected that the Valley road of Virginia will proceed at an early day to organize for the construction of a line from Harrisonburg, through Staunton and Lexington, to Salem. At the latter point the road through the Valley of Virginia will strike the Virginia and Tennessee road, and thus be connected with the entire system of railways extending through the intermediate States to Louisiana.

The line of road between Harper's Ferry and Winchester is in full operation. The length of road to be built between Winchester and Strasburg is but nineteen miles, and the country affords peculiar advantages for its economical construction. From Strasburg to Harrisonburg (50 miles) the road will be completed by August 1st of the present year, so that, by the completion of that link, a line penetrating the rich valley of Virginia for more than one hundred miles from Harper's Ferry will be promptly secured.

At a recent meeting of commissioners appointed by the Winchester and Strasburg Railroad Company for the purpose of obtaining subscriptions in Baltimore, the sum of $150,000 was subscribed. As subscriptions to the extent of $500,000 only are required, it is taken for granted that the subscription list will be immediately filled, for in addition to the advantage of the investment, there is an agreement on the part of the Winchester and Strasburg Railroad Company to allow interest at the rate of six per cent. on the installments, as called for, until the completion of the road, which will take place within the year.

It is understood that the Baltimore and Ohio Railroad Company will be prepared to lease the Winchester and Strasburg road as soon as completed.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for 4th week in Feb., 1868..$237,762 09
Corresponding week previous year .. 161,528 38

Increase $76,233 71

The earnings of the Atlantic and Great Western Railway for the third week in Feb., 1868, were.....$103,923 00
Corresponding week previous year.....110,870 00

Decrease $6,947 00

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1868, were...$71,773 29
Corresponding week of previous year.. 70,642 34

Increase $1,130 95

Liability of Express Companies.

In the case of Belger *vs.* Adams Express Company decided during the past week by the General Term of the Supreme Court of the State of New York, the plaintiff sought to recover the sum of $467, the value of a trunk and contents entrusted to defendants for conveyance, and which were lost or destroyed before reaching their destination. On the trial at the Circuit it appeared there were six trunks and three boxes delivered to defendants by the plaintiff, only one trunk, however, was lost. When the plaintiff rested his case, the defence introduced a receipt, having no stamp upon it, upon which were printed certain words, of which the following is the substance of all that is important: "Nor in any event shall the holder hereof demand anything beyond the sum of $50, at which sum the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially agreed by them, and so specified in this receipt, and shall constitute the limit of liability of the Adams Express Company."

When the receipt was introduced, plaintiff made two objections to it: first, that it was not stamped; and second, that there was no evidence that the contents were ever brought to the knowledge of the plaintiff, and hence that it was no contract as to him. The Judge at Circuit overruled both objections, and decided in favor of the defendants. A stamp was put on the receipt in Court, however, and as to that objection the General Term say, the case of De Barre *et al vs.* The Hope Express Company is decisive. It was then held that a stamp is not required in such cases, that the exception in the act of 1865 includes such cases. On the second point, the Court decides against the defendants. In brief, it decides that Adams Express Company, as common carriers, may limit their liability by express contract. But, in order to make an express contract, the company must not only call the attention of the other contracting party to the terms made by them, but there must be an assent to those terms by that other party. The plaintiff in this case should have assented to the conditions in the receipt, before it could become a contract. "The Judge below not only refused to submit to the jury the question whether there was any evidence of a contract between the parties, but expressly held that the contents of the receipt were a binding contract between the parties, and limited the defendants' liability to $50, for which sum a verdict was directed. For this error of the learned Judge there must be a new trial."

Journal of Railroad Law.

PROPERTY DELIVERED TO COMMON CARRIER TAKEN FROM HIM BY LEGAL PROCESS.

The facts in Bliven & Mead, Appellants *vs.* Hudson River R. R. Co., Respondents (36 N. Y. 403) lately decided by the Court of Appeals, are fully set forth in the following opinion.

PARKER J. On the 2nd day of September 1859, the plaintiffs delivered to the defendants at their depot, in the village of Sing Sing, Westchester County, 29 cases of saw plates and handles, of the value of $4,338 82, for transportation to the city of New York, which were on that day placed by the defendants in their freight cars for that purpose.

Before the regular hour for the departure of the train in which they were to go, a complaint was made on oath by one Cheeseman to a justice of the peace at Sing Sing, to the effect that the said merchandise had been stolen or smuggled from the Eagle Saw Manufacturing Co., at Sing Sing, (of which company Cheeseman claimed to be the Secretary) and that he suspected that the said property was concealed in a railroad car at the Sing Sing depot. The magistrate thereupon issued a warrant to search for the property, and delivered it to a constable of the town, who, in proceeding under it, on the morning of the 3d of Sept., forcibly opened the car in which the merchandise was locked, and seized and took the same before the Justice, who thereupon sent the same to the place of business of the said manufacturing company, and there delivered the same to said Cheeseman, for said company. The plaintiff, Bliven, was at such place of business on the morning of the day on which the merchandise was so delivered, and was then made acquainted with, and fully knew, all the circumstances attending the taking of said merchandise out of the possession of the defendants, as before stated.

It further appears, by the findings of the Referee, before whom the cause was tried, that the certificate, by the filing of which on the 28th of November, 1858, the company became incorporated, provided for the mangement of its affairs by five Trustees, of whom plaintiff Bliven was one, and Cheeseman one; and that by the bye-laws three Trustees constituted a quorum; that on the organization of the compauy a President, Treasurer and Secretary were chosen from the five Trustees, Bliven being the Treasurer. The manufacturing carried on by the company was done in the Sing Sing prison, by the hired labor of convicts, in shops provided for the company and under a Superintendent employed by the company. Immediately upon the organization, a contract was made by the company with the plaintiffs, by which plaintiffs were to have the sale of all the articles made by the company, on a commission, and were to make advances to the company, and hold all the articles consigned to them as security for such advances. And subsequently, on the 30th June, 1859, the company gave the plaintiff's a chattel mortgage on all their fixtures and stock, manufactured and unmanufactured, and all their other goods and chattels then or thereafter to be at the works in Sing Sing prison, as security for the payment to the plaintiffs on demand of all advances made, or to be made by them to the company

On the 31st Aug. 1859, at an adjourned meeting of the Trustees, the said Cheeseman and one other trustee, in the absence of the others, assumed to remove the president and declare his office as trustee, vacant and to elect one Francis trustee in his place; and at a subsequent time in New York, to which they adjourned, assumed, in conjunction with said Francis to remove the secretary from his office, as such, and to appoint Cheeseman in his place. Cheeseman thereupon proceeded to Sing Sing, to the works of the company in the prison, and took possession as secretary, notifying Hawley, the secretary, of his removal.

On the 2d Sept., in the absence of Cheeseman and the superintendent, Hawley still claiming to be secretary, went with Bliven to the premises, and caused the articles of merchandise in question, which were not in a state of completeness for the market, to be boxed up and delivered to Bliven for the plaintiffs, and he thereupon delivered them, as before stated, to the defendants for transportation to New York, where was the plaintiffs' place of business for selling the merchandise received by them for sale. It does not appear from the findings of the Referee, that the plaintiffs had made any advances to the company, or that the company was at that time indebted to the plaintiffs.

There is no dispute that the ownership of the goods was in the manufacturing company, and the facts found fall short of showing that the plaintiffs' had any lien upon them. The taking of them by Bliven, on the 2d Sept., was not warranted by the original contract, for that contemplated only the consignment to the plaintiffs' of articles fitted for the market. Neither was it warranted by the subsequent mortgage, for there was no indebtedness so far as appears, on which to rest a lien, by virtue of it. The description of the mortgage, given by the Referee, is that it was upon "all the engines, shafts, tools, anvils, and fixtures, stock manufactured and unmanufactured, or in course of manufacture and all other goods and chattels of the company, now or hereafter to be made at the works in Sing Sing prison, as security for the payment to the plaintiffs, on demand of all advances made, *or to be made*, by them to the company." The fact of the existence of such a mortgage does not carry with it the presumption of an existing indebtedness, as between the plaintiffs and the company; therefore, so far as appears, not only the ownership, but the right of possession belonged to the company.

The goods, then, belonging in fact to the company, without any right of possession in the plaintiffs, the delivery of them by the justice at the company's shop, from which they had been taken, to a person having the actual possession of it, for the company, was a delivery to the company.

The defendants, then, are entitled to take the ground that the goods were taken from them by valid legal process, and under such process, delivered to the true owner.

It is said, that the evidence shows an indebtedness from the company to the plaintiffs; we are not at liberty to go into the evidence for the facts, but must take them from the findings of the Referee. If we were at liberty to examine the evidence, and form our own conclusions of fact, we should see Bliven present at, or immediately after the delivering up of the goods at the company's

rooms, claiming them under plaintiffs' mortgage, and as agent of the company, and directing Rooney, the superintendent, who was in charge of the establishment for the company, to keep them, and let no one take them without his (Bliven's) consent, and that Rooney thereupon put them back where they belonged and where they had been the day before, and that they remained there about a month. This I think, we should have to consider, either as a taking of them into his own possession, or as consenting to the possession of the company, either of which would exonerate the defendants.

But as the case stands upon the findings of the Referee, I think it may well be considered a case of delivery to the true owners, through the regular process of the law; so that, even if the mere taking of them out of the defendants' possession by valid legal process would not alone be a defense, there can be no doubt that, on this ground, a good defense was made to the action. It is well settled that the right of the true owner may be set up by the carrier as a defense against the shipper or bailor, in all cases where the property has been delivered up to him by the carrier, whether voluntarily on demand, as in Bates *vs.* Stanton (1 Duer. 79) or taken by process in a suit instituted for that purpose. (Van Winkle *vs.* U. S. Steamship Co., 37 Barb., 122; Barton *vs.* Wilkinson, 18 Vern., 186.)

But my associates, not passing upon the question, whether the property was delivered to the true owners, desire to put this case upon the doctrine that the common carrier is exonerated from his obligation to his bailor, where the property of the latter is taken from him by due legal process, provided the bailor is promptly notified of such taking.

It is to be remembered that the plaintiff Bliven had notice of the taking of the merchandise from the defendants, with all the circumstances attending it, on the morning when it occurred; so that the case is fully within the doctrine just referred to.

The judgment of the Superior Court should therefore be affirmed.

All affirm, on the ground that the property is taken from the carrier by legal process, and he gives notice thereof, he is discharged.

Pacific Railroad.

Of the progress of the Kansas Pacific Railroad the Lawrence *Republican* says: "If we may judge by the preparations now making by this company, they calculate on extending the road very far westward the coming season. Long trains of ties and iron are constantly shipped to that point, and immense piles of the former are brought by the farmers all along the line of the road. The Union Pacific Railroad is the main life-artery to the prosperity of Kansas. And especially will this fact be seen when we are brought nearer to Colorado and New Mexico—those two great natural mines of wealth."

☞ A delegation of thirteen gentlemen from towns in Western New Hampshire, visited Portland to advocate the construction of the proposed Portland and Rutland Railroad through that section of New Hampshire from Alton along the south shore of Lake Winnipisaukee, through Meredith Centre and Bristol to Danbury, on the Northern road.

Philadelphia Horse Railroads.

The fares collected by the City Passenger Railway Companies of Philadelphia in 1867, were as follows:

Union Passenger (7th and 9th sts.)	$356,698 00
Second and Third streets	369,331 00
Frankford and Southwark (5th & 6th streets)	285,761 00
Germantown (4th and 8th streets)	280,952 00
West Philadelphia (Market street)	276,067 00
Phila. City (Chestnut & Walnut sts.)	222,284 00
Green and Coates streets	170,757 00
Citizens' (10th and 11th streets)	203,703 57
Hestonville, Mantua and Fairmount.*	220,304 00
Thirteenth and Fifteenth streets	122,260 00
Girard College	111,573 00
Phila. & Gray's Ferry (Spruce & Pine)	85,152 13
Lombard and South streets	62,739 62
Seventeenth and Nineteenth streets	66,288 00
Ridge Avenue and Manayunk	39,795 00
Philadelphia and Darby	34,757 27
Frankford and Philadelphia†	15,357 00
Total	$2,923,779 59

* The Race and Vine and the Arch street railroads are consolidated with this road.

† This road is merged in the Second and Third streets Company.

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NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

To Bridge Contractors.

ENGINEER'S OFFICE LOUISVILLE BRIDGE COMPANY, *Louisville, Ky., February* 17, 1868.

PROPOSALS will be received by the undersigned until March 10th, 1868, for the construction of a portion of the superstructure of the OHIO RIVER BRIDGE AT LOUISVILLE, consisting of ten (10) spans of FINK'S IRON SUSPENSION TRUSS of the following lengths, from centre to centre of piers; four spans of 149.6 feet, two spans of 180 feet, two spans of 210 feet, and two spans of 227 feet.

Plans and specifications can be seen at this office.

F. W. VAUGHAN, *Ass't Engineer.* ALBERT FINK, *Chief Engineer.*

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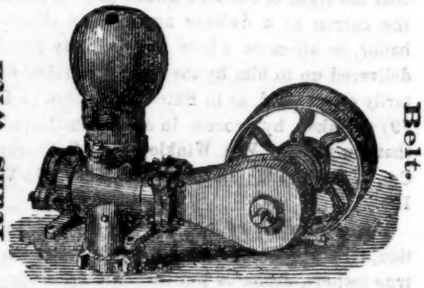

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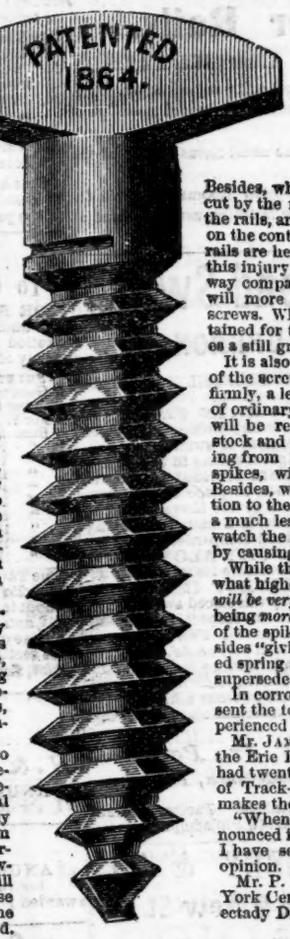

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented, Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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$100,000 Dubuque and Sioux City Railroad Company preferred shares; interest 7 per cent., payable January and July; secured by lease of road and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, $960,000, less than $7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent. bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

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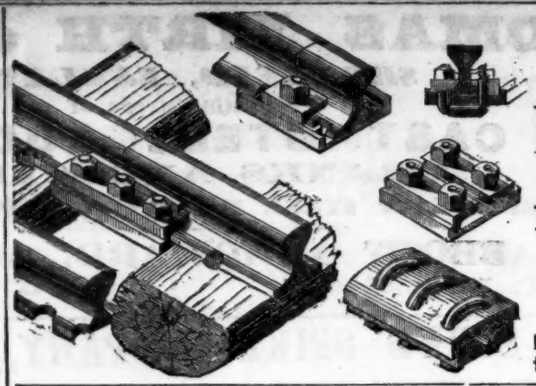

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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

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6.	"	15	" 1 to 1	19.	"	28	"	¼ to 1
7.	"	15	" 1½ to 1	20.	"	30	"	1 to 1
8.	"	16	" ¼ to 1	21.	"	30	"	1¼ to 1
9	"	16	" 1 to 1	22.	"	30	"	1½ to 1
10.	"	18	" ¼ to 1	23.	"	32	"	1 to 1
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